MEMORIES OF RUFUS CHOATE. With Some Consideration of his Studies, Methods and Opinions, and of his Style as a Speaker and Writer. By JOSEPH NELL-SON. Large 12mo. pp. 460. Boston: Houghton, Mifflin & Co.

In this book a labor of reverent affection has been accomplished with dignity and taste. Judge Neilhimself an eminent jurist, was deeply impressed,-as so many others were, among the intellectual men of his generation,-with the poetic genius, the original character, the wonderful cloquence, the unique personality and the vast learning of Rufus Choate; and now, at the distance of famous American, he has recorded his natural and honest admiration, in a book that is equally an utterance of noble feeling and a thoughtful tribute to brilliant worth. His volume is not a biography. It mentions, indeed, the chief facts of Cheate's career. But its author's object (and this he has thoroughly achieved) was to descant on prominent aspects of as might tend to make him still a living presence in the world and to keep his memory green, not only for to-day but for a distant posterity. It was a the easy command of a smooth and direct style.

were there performed. His life was mainly decoted to the law; but he frequently lectured on literary subjects, and he delivered speeches in Congress, and orations on many memorable public occasions. One of the most splendid examples of cloience that ever have been recorded was nis delivery of a speech in Fanenil Hall in 1856, pro-phetically announcing the approach of the Civil War. He was, in politics, an old-line Whig, a Protectionist, a fellower of Daniel Webster, a devoted Unionist, a conscientious, sincere, high-minded, pure patriot. In oratory he was the disciple of Cicero and Burke-but with a character and a style entirely his own, nor ever seen in any other man before or since. As a jurist he was pre-eminent among the best. As a scholar, in the ancient languages and in literature, he had few equals and no superior. In religion be was a sincere and devont Presbyterian. His temperament was sweet, gentle and irresistibly charming. He diffused happiness in his private life, and in all his public career he was a shining light and a noble example.

and in all his public carer he was a shing limb.

The good intellectual habit of pudence intellectual men abstractly and without regard to their heintification spith popular movements and commonly accepted does has been steadily writing its way in the public carer has been steadily writing its way in a lask in my possession, and is a cutodity in its way. It is also in my possession, and is a cutodity in its way. It is also in my possession, and is a cutodity in its way. It is also in my possession, and its activity possession, and all other questions, one of the most access at these series of the public in the possession and its activity possession, and all other questions, one of the most acceptance of the public possession, and all other questions, could be activated upon all over cautions conservatives and friends of commonists. Charts, who believed that the shared properties of the possession, and all other questions, could be activated by the possession, and all other questions, could be activated by the possession and all other questions, could be activated by the possession and the possession, and all other questions, could be activated by the possession and the activity possession, and all other questions, could be activated by the possession and the activity possession, and all other questions, could be activated upon all over cautions conservatives and friends of commonists. Charts which have been fashioned for the other charts which are possession, and all other questions, could be activated with the possession and the activate possession, and all other questions, could be activated with the possession and the activate possession The good intellectual habit of judging intellectual all the sincerity of profound conviction. The adthe case of Professor Webster, believing him to be guilty, he refused to undertake the defence. As to his learning-the man whose legal lore and splendid of Webster, Shaw, Washburn, Parsons, Lunt, Goedrich and Bartlett, and whose classical and general scholarship satisfied and delighted Edward Everett, can never have needed any defence. Judge Neilson and the reader will follow his footsteps with interest and profit. For the young men of the new gene ration, in particular, his book opens a most instructive view of the champions, the ideas, the contentions and the ordeals of a stormy past. Those readers, on the other hand, who remember Choate and his times, may smile to think of fighting the old

"Time is like the peacefulness of grass." old heroes are all beneath the sod. The Nation has passed through her peril and agony, and is pressing onward in safety and prosperity. It is easy to be wise after the event. We can see now wherein men passionate impulse of a people, an admonition from the moral government of the world, and being content to act upon it and leave the rest to Heaven. But the posture of their political opinions has long since ceased to be important. Themselves are now their value. They were great men, and their shining names are a legacy from the past to the unborn millions of the future. Posterity will cherish them, not for what they at any time deemed expedient in policy, but for what they were, and for what of the greatness of human nature they embodied and avouched. In looking at the career of any man there is, of course, a natural disposition to look at its results; but so much in human life is temporary and evanescent, we must at last look through the results rather than at them, and so derive our greatest enlightenment and strength from gazing at the soul itself. The outward and visible results of the life of Rufus Choate, it is certain, were wholly disproportionate to his tremendous powers, his vast equipment, his strenuous and incessant toil. High as he rose, it is not too much to student in Choate's law office, relates this anecdote:

We have marked many extracts from Judge Neil son's book, and there is no one of them that will not reward the attention of the reader.

political ideas and feelings, as follows:

From his studies and convictions, Rufus Cheate was conservative. He had a prefound regard for our organic laws. To him the Constitution was sacred, to be observed, or to be amended in the orderly methods appointed. He saw that slavery was a State institution, under the control of, and to be abolished by, the States where it existed; and that Congress had no power to touch the question whether it should be continued or not. He deprecated our feverish and fruitless discussions as to the duties of the Southern States,—our attempts to regulate, as a matter of sentiment, an evil which we could not care or even modify. This drew down upon him the reproach of a party which claimed to represent the spirit of higher and more humane laws than those which had been, or by our instrumentality could be, enacted. Yet it cannot well be suggested that the Iman who is now loval to the Constitution and to our laws is entitled to mere respect than was Mr. Choate, who ever cherished such a spirit. political ideas and feelings, as follows:

mentality could be, emacted. Yet it cannot well be suggested that the [man who is now leval to the Constitution and to our laws is entitled to mere respect than was Mr. Choate, who ever cherished such a spirit.

Mr. Choate sought to inspire the people with such love for the Constitution and the Union as might make secession impossible. Had he lived, he would doubtless have continued that instruction, in the hope that free men, acting faithfully and with patence, might devise means for the cure of all the evils of the body politic. I believe that, had the sentiment of the North and of the South been ripe for it, his plan would have been to purchase the freedom of the slaves. But there was no hour in his life when such a scheme could have been suggested. He foresaw the trouble which at last came, and with an anxious heart, solicitons for the preservation of the Union, gave no uncertain indication of what he would do, should he live until the day of wrath and conflict.

Edward Ellerton Pratt, esq., gives me the substance of a conversation which he had with Mr. Choate in the summer of 1856. They were sitting on the rocks at Marbichead, and looking over the waters in which the frigate Constitution was chased by British cruisers in the war of 1812-14. Mr. Pratt says: "In speaking of that war, the question arose as to the next struggle in which this country might be engaged. Mr. Choate said: 'I shall not probably live to see it, but I fear there will ere long be a civil war between the North and the South.' I expressed my horror at such an idea, and asked how that could be possible. Said he: 'It is a very easy thing to get up such a conflict when one large section of the country, inflamed by interest, pride and resentment, is hostile and united. We at the North, if we wished, could bring it about; so could they at the South; and the adverse feeling is getting so bitter that one side or the other may provoke the issue. If the Democrats, now about to elect Buchanan, have prudence and good temper, they can ide the troubl

Dr. Putnam refers as follows to Choate's remarkable chirography:

able chirography:

A brief, written at the time with his own hand, is also in my possession, and is a curiosity in its way. Its chirography makes quite credible the story—which, however, comes to me from very good anthority,—that a now deceased member of the Middlesex bar once received from him a letter respecting a suit in which the two were associated; and, being unable to read it or to find anyone clse who could do so, he took it back to the writer, who was netually unable to decipher its strange characters himself. And were the latter to reappear among us, after this lapse of years, I fear he would be equally unsuccessful in making out the brief I have mentioned.

Mr. Nesmith rightly calls bim a nondescript:

truthful and excellent description of Choate when speaking:

The enthusiasm, so easily enkindled, was as enduring as it was instantaneous. It almost literally knew no limit. It saw every difficulty, faced every juridical danger, snatched every instrument of impression, watched the face of every jurit, took instant suggestion from the eye or even the attitude of the judge, left the subtile force of the general feeling pervading the court-room, kept all the facts and all the principles incessantly in mind, transfigured them all in the radiance of genins, and shot his vivid interpretation of all upon the jury, in the most plausible, deferential, captivating, commanding afterance which even lips iso skilled and practiced could attain. Weakness, languor, sickness itself vanished before this invincible spirit. Haggard, wan, after a night of sleepless suffering, his throat sore, his head throbbing, swathed in flannels, buried under overcoats, with wrappings around his neck, a bandage on his knee, a blister on his chest, when he rose for his argument all facts reported by witnesses in the case, all the related and governing precedents, all legal principles bearing upon it, all passages of history, letters, life, that might illustrate bit argument or confound his antagonists seemed visibly present to his mind. He thought of nothing but jury and verifict. His eloquence was then as completely independent of technical rule as the screams of passion, or the shouts of a mob. He was after a favorable decision of the case, as if his own life depended on it. Short, sharp, shattering words rattled like volleys before and after resounding sentences. Language heaped on his lips. Images, deficate, honely, startling, blazed upon his pictured words. The common court-room became a seeme of the most astomshing intellectual action. Judge Shaw look et at him as he might have looked at the firm-set heavens, glittering with meteors. The farmers, mechanics, traders, on the jury were seized, swept forward, stormed upon, with an utterance so

And Dr. Storrs concludes with this personal testi-

mony:

I retain his image with a fondness and a regret that never will cease. I cannot think of him to-day without being braced against any temptation to languor in study or remissness in work; without feeling afresh the vastness and the charm of that world of thought and of elegant letters in which his spirit rejoiced to expatiate; without being consciously grateful to God that, at the age when I took impressions most readily from others, I was brought for a time into contact with a mind so remarkable as his, so rich in knowledge and so replete with every force, with a temper so engaging, with an intellectual enthusiasm so incessant and inspiring.

The late Matthew H. Carpenter, who had been a cessant toil. High as he rose, it is not too much to say that he never found a field that was broad enough for his genius or an occasion to which he was not superior. To see him employed in the trial of a cause was, inevitably, to think of a trip-hammer employed to crack a filbert. Yet the law, as Hooker defined it and as Choate pursued it, is a noble profession. But it was not broad enough for him. There seemed to be, in his spirit, all the faculties and resources that are, by common consent, ascribed to the great actor or the great poet; yet he seemed not to heed them, not to value them, not indeed to value anything of haman achievement, aside from living in the heat and splendor of a volcanic intellectual glow and the certainty of an evering communion with knowledge and beauty.

in his hand, which he threw down on my table, say ing: "There is nothing quite so mean as borrowing a small sum of money and forgetting to pay it."

Mr. Choate's wit and humor were all the more effective from the fact that God never put upon a man, except perhaps Lincoln, so sad a face.

Mr. Choate and a striking instance of the Judge Neilson states the truth about Choate's

Mr. Gillett presents a striking instance of the affluent resources of Choate, in composition, and of his energy under difficulties:

his energy under difficulties:

I was associated with Mr. Cheate in t! trial of a railroad case before a committee of the Massachusetts Legislature. He was then preparing an address upon Macaulay's "History of ¿England," to be delivered before the Mercantile Library Association in Roston. On the morning of the day he was to give his address, he said that it was not nearly wrritten. I suggested that he would be compelled to extemporize a portion of it. He replied that he would "cut out" from the hearing and go into an adjoining lobby and write while the witnesses were being examined in chief, if I would call him so that he could be present at the cross-examinations. This arrangement was carried out, and it was wonderful to note how inturively and instantly he gathered the scope of the direct testimony given in his absence. On one occasion I followed him almost instantly from the committee room to the lobby, and found him already writing at the too of his speed. He said that his only way of making preparation for such occasions was to postpone it until the last possible moment, and then work tolis civibus; that he had been already writing since three and a half o'clock that morning.

The same writer furnishes this glimpse of the law-

The same writer furnishes this glimpse of the law yer's hamor:

"But now," said he with humorous solemnity.

"let me give you my dying advice,—never cross-examine a woman. It is of no use. They cannot disintegrate the story they have once told; they cannot eliminate the part that is for you from that which is against you. They can neither combine nor shade nor qualify. They go for the whole thing, and the moment you begin to cross-examine one of them, instead of being bitten by a single rattlesmake, you are bitten by a whole barrel full. I never, excepting in a case absolutely desperate, dare to cross-examine a woman."

A glimtse of Mr. Choste at work is given by Mr.

A glimpse of Mr. Choate at work is given by Mr

Crosby, who says:

He died daily, retiring to bed exhausted, under great nervous prostration, with headache. Yet he would rise early, often long before daylight, and take a literary breakfast before his family or business claimed his attention. His clients, the courts and classics compelled long days and short nights. I called upon him once in the afternoon, and asked him how early the next morning I could confer with him upon a matter I wished to investigate during the evening. "As early as you please, sir: I shall be up?" "Do you mean before breakfast, Mr. Choate?" "Before light, if you wish." I called at the earliest dawn, and found him at his standing table, with a shade over his eyes, under a brilliant light, pressing forward some treatise upon Greek literature, which he said he hoped to live long enough to give to the public. The night had restored his wearied powers; he was elastic, as cheery and brilliant as the stars I had left shining above us.

A thoughtful and felicitous letter from William

A thoughtful and felicitous letter from William W. Story, the poet, presents these statements:
His conversation was sometimes grave and critical, with many an allusion and quotation from classic authors; sometimes philosophical, with dis-

coming sharply down on his heels now bending down, and now lifting hinself to his full and commanding height, and enforcing his ulterance with a sharp, impulsive, upward gesture.

A certain somewhat, mysterious and poetle, always seemed to me to haunt him, and which lay below all his outer show of character. There was something in his silent eyes, in his often abstracted and involved hearing, in the gloom and wan expression of his face, which seemed to hade an inner life, fed from secret springs, and given to far asspirations and longings outside the public and ordinary routine of the life he seemed to lead.

What he had missed, what he wanted, I cannot say; nor can I say that he had missed or wanted anything, except as we all miss and want something which is dealed us, indefinite, unexplained perhaps, but not the less desired. Still, it always seemed to me, from what I saw of him nearly, that he had another life, behind and beneath this that we knew, "of purer ether, of diviner air," perhaps of disappointment around which a mystery hovered.

Upon this subject Mr. Marsh says:

Upon this subject Mr. Marsh says:

I never met any other man with such a knowledge and command of all the resources of English as had Mr. Choate, and he had the rare gift of using words so that each made those with which it was connected bring out the best, or at least some special meaning. He told me that he habitually read the dictionary, and speaking of his translation of a part of Thineydides and other classics, he said he indertook the work for the sake of the English, not for Greek, Though Mr. Choate read Greek and Latin with facility and pleasure, and had a fair acquaintance with the literature of more than one Continental nation, yet he did not share in the fashionable American graze about the pursuit of foreign languages, and held that for an English-speaking person the English tongine was worth all others. I retarmber that he once found me reading Scarron, and moutred sharply how I found time for reading such trash. I answered that I had only a very indifferent French dictionary, and that I was studying Scarron for the sake of the vocabulary. "You may find old words enough," he replied, "in French authors fit to be read."

In defending an action for crim. con., referring to some testimony of a character very damaging to his clients, he said, "Well, suppose they did indulge in some innocent toying, by way of mitigating the aspertices of hay-making?" This was said in a tone of perfect scriousness, and did not startle, but rather confounded, the jury he was addressing. Webster said of his rhetorical movement, "Choate is the only man in the world who could have thus said that." He sometimes took great liberties with the jury. On one occasion, observing by the manner of a juryman that he was hostile to his client, he caught the man's eye, and, pointing directly towards him, said, "I will make this point plain—I will make it plain even to you, sir." The juryman qualled, and finally sureed to the verdict desired by Mr Choate. I once heard him say to a lady, in mitroducing her to a new member of Congress, "He

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from Brooklyn Ridge Fig.
TIME TABLE-TAKING EFFECT MAY II, 1884.
FOR PHILADELPHIA and TRENTON, "Bound Brook
Route," at 745, 950, 11:15 a. m., 133, 4:00, 4:30, 5:30, 7:90,
12:00 p. M. STNDAVS at 8:43 a. m., 5:30, 12:00 p. m.
Direct connection at Wayne Junction for Germantown and
Chestnut Hill; at Columbia-ave, for Manayunk, Constohocken and Notristown.

DRAWING BOOM CARS on all Day Trains and SLEEPING CARS on Night Trains. CARS on Night Trains

Returning leave PHILADELPHIA, Ninth and Greenats, 7:30, 8:30, 9:30, 11:00 a. m., 1:13, 3:45, 5:40, 6:45, 12:90 p. m. SUNDAY, 8:20 a. m., 5:30, 12:90 p. m. Third and Berks-six, at5:10, 8:20, 9:00 16:30 a. m., 1:00, 8:30, 5:20, 6:30 p. m. SUNDAY, 8:15 a. m., 4:30 p. m.

Leave THENYON, Warren and Tucker-sta, at 1:25, 6:20, 8:03, 9:00, 10:08, 11:25 a. m., 1:54, 4:32, 6:24, 7:28 p. m. SUNDAY, 1:25, 9:18 a. m., 6:10 p. m.

FOR WILLIAMS-PORT, SUNBURY, LEWISBURG, and MAHANOY CITY at 7:45, 9:00 a. m., 3:45, 4:00 p. m.

FOR READING and HARRISRUEG at 7:45, 9:00 11:55 a. m. For READING and HARRISBURG at 7-45, 9-90 11-15 a, m, 1-90, 1-30, 4-20, 5-30, 5-45 12-90 p, m. Sundays at 5-30 p, m. For SCRANTON at 7-15, 9-90 a, m, 3-45 p, m. For WILKESBARRE and PITTSTON at 7-15, 9-90 a, m, 1-00, 1-30, 3-45 p, m, Sundays at 5-30 p, m, For DRIFTON at 7-15 a, m, 3-45 p, m.

For TAMAQUA at 7:15, 7:15, 9:00 a. m. 1:00, 1:30, 345, 4:00, 12:200 p. m.

For BETHLEHEM, ALLENTOWN and MAUCH CHUNK at 7:13, 9:00 a. m., 1:00, 1:30, 3:45, 5:30 p. m. Sunday at 5:30 p. m.

For EASTON at 7:15, 7:45, 9:00 a. m., 1:00, 1:30, 3:45, 4:90, 4:30, 5:30 p. m. Sundays, 5:30 p. m.

For EASTON at 7:15, 7:45, 9:00 a. m., 1:00, 1:30, 3:45, 4:90, 4:30, 5:30 p. m.

For STATIONS ON HIGH BRIDGE BRANCH at 9:00 a. m., 4:0, 4:30 p. m.

For FLEMINGTON at 7:13, 9:00 a. m., 1:00, 1:30, 4:00, 4:30, 5:00, 5:30 p. m. Sundays, 1:30 p. m.

For SOMERVILLE at 9:00, 7:15, 7:45, 9:00, 10:30, 11:15 a. m. 1:00, 1:30, 2:30, 3:45, 4:50, 4:30, 5:30, 9:00 p. m.

For FLANFIELD at 5:00, 7:15, 7:45, 9:00, 10:30, 11:15 a. m. 1:00, 1:30, 2:30, 3:30, 3:43, 4:00, 4:30, 5:30, 9:00 p. m.

For FLANFIELD at 5:00, 7:15, 7:45, 9:00 p. m. SUNDAYS at 8:00, 8:40, m., 1:30, 4:30, 8:30, 1:30 p. m. SUNDAYS at 8:00, 8:40, m., 1:30, 4:30, 8:30, 1:30 p. m. SUNDAYS at 8:00, 8:40, 8:00, 8:43, 8:30, 8:45, 4:00, 4:25, 8:35, 7:15, 7:43, 8:00, 8:30, 8:30, 8:45, 4:00, 4:30, 8:30, For TAMAQUA at 7:15, 7:15, 9:00 a. m., 1:00, 1:30, 3:45, 4:00, 12:00 p. m.

NEW-JERSEY SOUTHERN DIVISION.
From Pier No. 8, North Biver, via Samby Hook.
COMMENCING MAY 22d, 1884.
For SEABRIGHT LONG BRANCH, etc., at 4:30, 10:15 a. m., 3:45, 4:45 p. m. Sundays, 0:00 nm.
For ATLANTIC HIGHLANDS at 4:30, 10:15 a. m. 3:45.

For LAKEWOOD, TOMS 161 VERTAIN BARKSHAAT AUSSA p. 10.

Tickets can be procured at foot Liberty st., Pier No. 8, North River 21, 192, 207, 257-261, 271, 421, 721, 944, 1,317, and 1,923 Brondway: 737 and 748 9th.aws. 1 Bivthgton at, 100 Greenwich st., 168, 208 East 12501-st. and principal Hotels in New-York City. In Brooklyn at Nos. 4 Contract, 197 Frondway: 838 Fulton-st., 210 Manhattan ave., 7 De. Kaibare, 1994 Atlanticave. In Hotosken, 254 Washington-st., N. Y. Transfer Company will call for and check Baggage from hotels or residence to destination.

J. E. WOOTTEN, C. G. HANCOCK,

General Manager, C. G. HANCOCK,

General Manager, Geo. Pass. and Ticket Ag.

II. P. BALDWIN, G. E. P. Agt., 119 Liberty st., N. Y.

WEST SHORE ROUTE.

dress WEST SHORE ROUTE,

NEW-YORK, WEST SHORE & BUFFALO RAILWAY On and after May 25th, 1884.
Trains leave Destriosses, Cortiandt and foot of West 42d sts.: For Chicago, Suspension Bridge, Niagara Falis, Buffalo, Newark and Rochester, 410.00 a.m. 38 p. m.
For Syncense and Oneida, 7-40, 410.00 a.m.; 8 p. m.
Cifea, Canadobarie, 7-40, 410.00 a.m.; 8 p. m.
Cifea, Canadobarie, 7-40, 410.00, 11.20 a.m.; 8 p. m.
Albany and Catakili, 7-40, 410.00, 11.20 a.m.; 8 p. m.
Newburg, Kingston, Highland, Poughtacepsie, 7-40, 410.00, 11.20 a.m.; 3-40, 435, 48 p. m.
-Daily, Other trains daily except Sunday.
Trains leaving New York at 7-40 a.m. 4-35 p. m. leave foot of West 4-2d-st, only. Trains leaving New-York at 7:30 a. m. 4:35 p. m. leave foot of West 4:24:st. only.

Buffet Parlor Cars to Syracuse and Buffalo.
Pullman Buffet Sleeping Cars to Syracuse, Oneida, Buffalo and Chicago.

Pickets and time tables at stations and at offices of the company, Jersey City, Pennsylvania Ratirosal Station, Brooklyn, No. 4 Court-st. Annex office, foot of Fulton-st.; 838 Fulton-st., and No. 7 DeKalbave; New-York City, Nos. 162, 207, 201, 303, 419 946, 1,323 Broadway, No. 5 Union Square, No. 737 6th-ave, No. 168 East 125th-st., Pennsylvania RR. 84a-ton, foot Desbrosses-st., foot Cortlandt-st., and West Shore Station, foot West 424:at.

HENRY MONETT, Gen. Pass. Agent, 24 State-st.

Steamboats and Railroads!

BALTIMORE AND OHIO RAILROAD.

MODEL FAST LINE TO THE WEST,
Via Philadelphia, Baltimore and Washington.

Trains leave from Pennayivania R. R. Depot:
5p. m., except Sunday, for Washington and all points West.
7p. m. DAILY FAST EXPRESS. through sleeping coaches to Chicago, Cincinnati, St. Louis. Connects for all points West.
12, MIDNIGHT, daily for Washington and all points West.
For Time-Tables, Ticketa, Sleeping Berths and Baggage apply at company's office. 21, 315, 351 and 1,140 Broadway; & Court-st., Brooklyn; Pennayivania Saliroad. FARE ONLY \$3. FOR BOSTON.

FARE ONLY \$3.

FAVORITE INSIDE ROUTE.

Steamers leave daily (except Sunday) from Pier 33, N. R.

Steamers leave daily (axcept Sunas)

Jay-st., at 6 p. m.

P. W. POPPLE, Gen'l Pasa, Agt., 177 West-st. FOR NEW-HAVEN.—Steamers -leave Peck Slip at 3 p. m. and 11 p. m. (Sandars excepted) 11 p. m. steamer arrives in time for early trains North and East. L'OR BRIDGEPORT and all points on HOU-SATONIC and NAUGATUCK RAILROADS—Steamers leave Catherine Slip at 11 a.m., 3p. m.; 23d-st., East River, 210p. m. Fare lower than by any other route.

FOR RONDOUT AND KINGSTON,
Landing at Cranstona (West Point, Cornwall, Nowburgh, Maribore, Milton, Poughkeepste and Esopus,
Connecting with Clister and Delaware and story Clove R. R.
Steamboats JAMES W. BALDWIN and CATSKILL leave
daily at 4 p. m. Pier foot of Harrison-st, N. R.

MARY POWELL' will commence running
for the season on Saturday, May 24th, leaving
Vestry Street Pier daily (Sundays excepted at 3:15, and West
22d-st, at 3:30 p. m., making the usual landings.

NORWICH LINE. Inside Winter Route. To BOSTON \$3. WORCESTER, \$2.50. NASHUA, \$3.65. PORTLAND, \$5, and no transfer.

Steamers CITY OF WORCESTER NEW-YORK AND LONG BRANCH RR.

Stations in New-York

LEAVE NEW-YORK commencing May 22, 1884

For South Amboy, via Phila, & Reading R. R., 843, 11-00

a.m., 1:30, 4, 5, 6 p. in.

Sundays, 10-45 a. m. via, Penn. R. R.,

100 a. m. 12 m. 3:10, 5 p. m.

For Maiawan, &c., via Phila, & Reading R. R., 845, 11-00

a.m., 1:30, 40, 4, 30, 5 p. m.

For Maiawan, &c., via Phila, & Reading R. R., 815, 11

a.m., 1:30, 400, 430, 5-90, a p. m.

Sundays, 10-45 a. m., 5 p. m.

For Hed Bank, Long Bianch, Ocari Grove, Asbury Park, 19-and R. R.,

Sea Girt, Point Pleasant, &c., via Philadelphia and Reading RR, 815, 11

at 10-10 a. m., 1:30, 4:00, 4:00, p. m.

Sundays, 9 a. m., 12 m. 3:10, 5 p. m. Sundays, 0 a. m., 5 p. m.

via Pennsylvania RR, 9 a. m., 12 m. 3:10, 5 p. m. Sundays, 0 a. m., 5 p. m.

(not stopphysical a RR, 9 a. m., 12 m. 3:10, 5 p. m. Sundays, 0 a. m., 5 p. m.

(not stopphysical a RR, 9 a. m., 12 m. 3:10, 5 p. m. Sundays, 0 a. m., 5 p. m.

a. m., 1:30, 4:00, 5 p. m. For Keyport, via Philadelphia and Reading RR, 8:15, 11 a. m., 1:50, 4:30, 5:00 6 p. m. For Lakewood, Toms River, via Penn. R. R., at 9:00 a. m., 1:200 M.

For Vineland, Bridgeton, Atlantic City, &c., 1:30 p. m.

C. G. HANCOCK, J. R. WOOD, H. H. NIEMAN,

A. E. W. YORK CENTRAL AND HUDSON NEW-YORK AND LONG BRANCH RR. (Pennsylvania RR., foot Cortle

DOPULAR SHORE LINE.—For Providence,
Boston and the East. All rail from Grand Central Depot.
Three express trains daily (Sundays excepted) to Boston at a. m., 2 p. m. parlor cur attached, and 10 p. m. with palaes sleeping cars). Sundays at 10 p. m. (with palaes sleeping cars). Sundays at 10 p. m. (with palaes sleeping cars). Newport express leaves Grand Central Depot at

PENNSYLVANIA RAILROAD.

On and after Feb. 77. 1884.
On and after Feb. 77. 1884.
GREAT TRUNK LINE
GREAT TRUNK LINE
Ferries as follows:
Ferries as follows:
Harrisburg, Pittaburg, the West and South, with Pullman
Palace Cars attached, 8 a. m. 6 and 8 p. m. daily. New York
and Chicago Limited, of Parlot, Dining, Smoking and Sleeping Cars, at 6 a. m. every day.
Williamsport, Lock Haven, 8 a. m. 8 p. m. Corry and Erica
8 p. m. connecting at Corry for Titnaville, Petroleum Centre
and the Oil Regions.
Baltimore, Washington and the South, "Limited Washington

and the Oil Regions.
Baltimore, Washington and the South. "Limited Washington Express" of Pullman Parlor Cars daily except Sunday, 10 a.m., arrive Washington 4:05 p.m. Regular, via B. and P. R.R. at 4:02 and 8:30 a.m. 8:40 and 9 p.m. and 12 night; via B. and P. R. R. at 4:02 and 8:30 a.m. 8:40 and 9 p.m. and 12 night; via B. and O. B. R. 6:15 a.m., 9 p.m. and 12 night, via B. and O. B. R. 7 p.m. and 12 night.
For Atlantic City except Sunday, with through car, 1 p. m. For Cape May, except Sunday, via B. and co. B. To Armelle City except Sunday, via 12 noon, 8:10, 5 p.m. On For Cape May, and Amboy, 9 a.m., 12 noon, 8:10, 5 p. m. On Sunday, 9 a.m. and 5 p.m. do not fistop at Asbury Park.) Boats of "Brooklyn Annex" connect With all through trains at Jerney City, affording a speedy and direct scansier for Brooklyn Lave.

Takins arrive—From Pitteburg, 8:10 and 11:20 a.m., 7:80 and 10:20 p.m. daily, and 7 a.m. daily except Monday. From Brook/intravel.

Trained array one Pitteburg, 8:10 and 11:20 a m., 7:80 and 18:20 and

TO PHILADELPHIA. THE OLD ESTABLISHED BOUTE AND SHORT LINE 20 TRAINS EACH WAY WEEK-DAYS AND 9 ON SUNDAY, STATIONS IN PHILADEL PHIA, 2 IN NEW-YORK

DOUBLE TRACK, THE MOST IMPROVED EQUIPMENT, AND THE FASTEST TIME CONSIST.
ENT WITH ABSOLUTE SAFETY.

Express Trainaleave New-York via Desbrosses and Certlands Street Ferries as follows:
8:20,7:20,8,8:30:9 and 10 Limited), 11, 11:10 a.m. 1, 3:20, 3:40,4,5,6,7,8 and 9 p.m. and 12 night Sundays, 6:15,8, (9 Limited) and 10 a.m. 4, 9, 7,8 and 9 p.m. and 12 night.
Trainaleaving New-York deliy, except Sunday, 7:20, 8:30 and 11:10 a.m. 1, 2, 4, 6 and 7 p.m., connect at Trenton for Canden.

11:10 a.m., 1, 2, 4, 5 and 7 p.m., connect at Trehton for Canadea.
Returning trains leave Broadest Station, Philadelphia, 12:01, 20:13, 20:0, 4, 4:35 (except Monday), 6:50, 7:40, 8:20, 8:30, 14, 20:0, 4:35 (except Monday), 6:50, 7:40, 8:20, 8:30, 14, 20:0, 15:00 a.m., 1:10 and 5:20 p.m., 1, 1, 2, 4, 5, 6, 6:30, 7:40, 7:45 and 8 p. m. Gos Sunday 12:13, 5:15, 6:20, 4, 4:35, 8:20 a.m., 4, 6:30 Limited, 6:50, 7:40, 7:45 and 8 p. m. Leave Philadelphia via Camden, 8:50 a.m. daily except Sunday.
Tacket offices, 4:55, 8:40, and 8:44 Broadway, 1 Astor House, and Brooklyn Annex Station, foot of Fulton-st, and Brooklyn Bush's Hotel, Holoken, Station, Jersey City Emigrant Ticket Office No. 8 Battery Place and Castle Garden. The New-York Transfer Company will call for and check the New-York Transfer Company will call for and check baggage from hotels and residences. CHARLESE FUGH.
General Manager.
General Pass'r Agent.

STARIN'S
CITY, RIVER AND HARBOR TRANSPORTATION COMPANY.
Office Pier 18, N. B., foot of Cortlandt-st.

Consignments of freight forwarded as directed to any past of the world.

of the world.

UNEQUALIED FACILITIES FOR DISPATCH.

Orders received for delivery of all kinds of freight and mental and in the control of the city.

SEA AND HARBOR TOWING AND RIVER AND HARBOR LIGHTERAGE.

Freight of every description promptly lightered to say point in the harbor at reasonable rates.

STEAMBOATS, BARGES AND GROVES TO CHARATER FOR EXCURSIONS.

Steamer JOHN H. STARIN for NEW-HAVEN, leaves Pleafing N. B., foot of Cortland et al., at 2 p. m. daily. [SUNDAYS] excepted.]

Freight for points on D. L. & W. R. R. received at Pier 139 For New-Haron and points Past, at Pier 18. NORTH SHORE, STATEN ISLAND.—Eleven Miles for

Ten Centa, via Steamers from Pier 1, E. R., foot of White

NORTH SHORE, STATEN ISLAND.—Eleven Miles for Ten Centz, via Steamers from Pier 1, E. R., foot of White hall-st.

CENTRAL SHIPYAED, Communipaw, N. J.—Dry Doers, Machine and Bedler Shopa. Everything appartaining to the construction and repair of vessels.

The Edit Kall, W. A. Y., better known as the NEW-YORK, Lake Erick and Westtern Eall-Ariangements of trains from Chambers-st. Lepot.

9 a.m.—Bully except Sundays. Day Express, drawing-rooth coaches to Gleveland, Cincinnati and Chicago.

9 p. daily, "st. Louis Limited Express.—No extra chapte for fast time—Pullman Sheening Conches to Burdaio, artiving 120 pm daily, "st. Louis Salona of Conches to Burdaio, Aritimag 120 pm, st. Louis Salona mecond day Connecting trains arrive Toledo 5:15 pm and Indianapolis 14 pm. Cincinnati, 8:50 pm, Salonamara 7:05 a m. Cleveland 14:40 pm. Cincinnati, 8:50 pm, St. Louis Salona mecond day Connecting trains arrive Toledo 5:25 pm and Indianapolis 14 pm. Sp. m. Daily.—Facilite Express for the West. A Salid Train of Fullman Day and Sleeping Coaches to Burdaio, Midgara Falls, Cincinnati and Chicago. Hotelard Budles Smeking Coaches to Chicago.

81 Jun.—Emicrant frain for the West.

18 Jun.—Emicrant frain for the West.

29 Jun.—Emicrant frain for the West.

20 Jun.—Emicrant frain for the West.

NORTHERN RAILROAD OF NEW -JERSEY.
Trains leave for knglewood. Closter, Piermont and
Nysok 7, 8-20, 10 am 1, 3:20 4, 4:50 5:40 5:40 5:50 pm 1,2 midnight. Sundays 7, 9 a m and 7:15 pm.
Nannet, Spring Valley and Money 7:10 10 am 4:50 pm
sundays 7, am.
JOHN R. ABBOTT, Gen'l Pass'z Agent, New York.